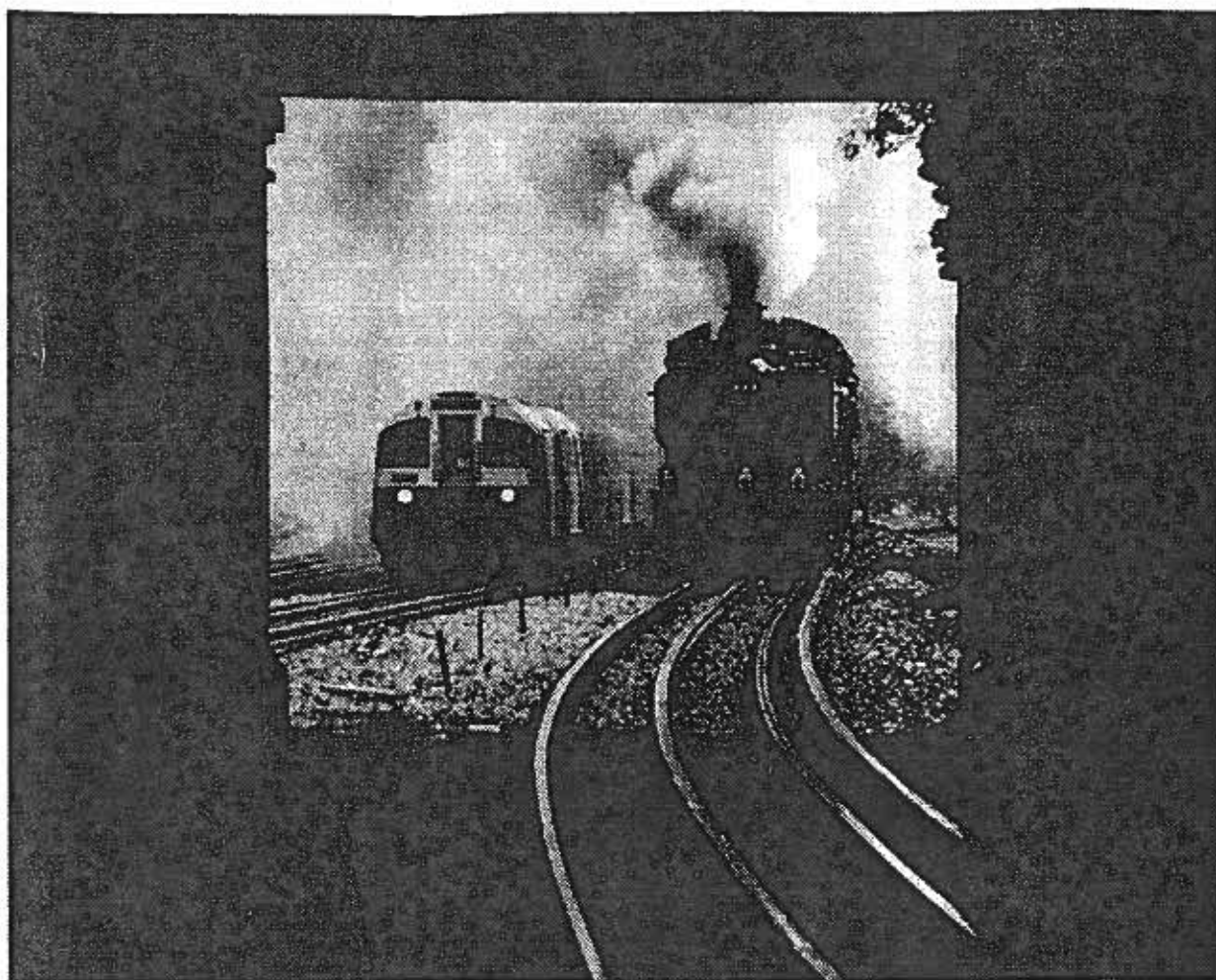


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December 1994

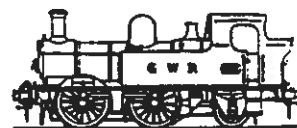
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# MARLOW DONKEY



**IN THIS ISSUE...**

**EDWIN CLARK  
GOING DOWN UNDER  
GERMAN NARROW GAUGE  
8 DAYS WITH A RAIL ENTHUSIAST**





# IN THIS ISSUE...

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## CHAIRMAN'S NOTES

So a momentous year for the railways draws to a close. Seven months on from the implementation of the Railways Act 1993 setting up Railtrack and breaking up BR, not much on the surface appears to have changed apart from a few liveries. However, behind the scenes it would appear that some real crises are brewing. Those who attended John Cronin's excellent presentation on the future of the Great Western Train Company, in October will have been staggered to learn of the sheer complexity of the new set up. John explained that under the old set up ICGW was making an operating profit, now it has to pay Angel Leasing £86M per annum just to make use of its trains and Railtrack £130M per annum access charges. Together these sums exceed their ticket revenue last year and they still have to pay the staff, buy fuel, carry out maintenance and provide a host of other services etc which cost money. The Act requires GWTC to pass to the private sector by the end of 1995 but on these figures it seems impossible to conceive of any private sector business or entrepreneur being brave (or stupid) enough to take on such a financial disaster area.

It is not only GWTC facing this crisis, it effects every one of the twenty five Train Operating Companies. I dread to think what kind of losses the railways will post in their next annual accounts. No doubt the Government will try to use a certain Mr J. Knapp as the main cause of this disaster to cover its own ineptitude. We, of course, will know better but will the media or public? We will have to wait and see.

There is a body of opinion within this Society (I can't think why) that I refuse to board an aircraft in the UK unless it is headed west. Certainly anything else is a very rare event, so rare that on October 21st the ground shook around Heathrow! I refer of course to the weekend visit by four of us to the Harz narrow gauge system in what was East Germany. True, it was my first visit and I thoroughly enjoyed it. We had did have to endure overcast skies most of the time but at least it stayed dry. Most of the trains were steam hauled although only one type, the DR 2-10-2T, were in service. When Tim Speechley was there a week or two earlier the unique 2-6-2T was in action. Wernigerode where we stayed was not at all what I expected, a delightful town with a well maintained, unspoilt medieval centre obviously enjoying a major injection of western capital. By contrast Nordhausen, the southern end of the line, is much as we expect the old GDR to be, a grey, run down industrial town with a atmosphere heavy with a smell of sulphur.

My only regret about the Harz trip was that so few members joined us. We did it within the original budget (plus food and drink) which represented excellent value. Already we are thinking of another trip in 1995, possibly to the lines around Dresden. So why not read the full trip report in this issue and join us next time?

Perhaps our politicians and civil servants from the Dept. of Roads should visit Germany. If you want to see a railway operated in an inefficient and wasteful way go look at the DB. Even in the west MU trains are a rarity, everything is loco hauled with even secondary or branch lines seeing trains of five or six coaches with a 3000hp diesel at its head. In some cases push pull operation is used either with a driving trailer but often with a loco at each end. One route through Wernigerode was worked by a two car train with a 1000hp loco at each end, the trailing one just idling. But, because there are no through control lines, both locos are manned. Add

a guard and you probably have a train crew which out numbers the passengers! Away from the trunk main lines, local manual signal boxes are the norm even where colour light signals have been installed. The whole system gives the impression of being very labour intensive compared to BR which no doubt is the reason why the German taxpayer pours more support into DB in a month than we do to BR in a year. One is left to ponder what would happen if BR with its excellent productivity were supported by the Government as enthusiastically as DB. We would have a rail system technically second to none and giving unsurpassed value for money. Instead of course we have a Government which says it wants a world leading railway, get freight off the roads and people into public transport whilst in reality it does its level best to destroy all forms of public transport.

It worries me too that we may have no way of reversing this folly. The new look Labour party seems to be remarkably quiet about reversing the rail privatisation if (when!) elected in 1996. Strange considering John Prescott who was so opposed as Transport spokesman is now Deputy Leader. Perhaps we should not be surprised, a plague on all their houses.

The news of the damage to "Blue Peter" stunned us all and shows just how easy it is for steam working to run into trouble. We all feel we should do our bit so it took only a second's thought to back Gordon Rippington's suggestion on the phone that we organise a Society collection to help with the repair cost. I hope you will all make a contribution if you have not already.

The year has been quite significant for the Society. Another successful programme of meetings and visits has been completed and equally entertaining arrangements are in hand for next year. As always at this time of year I must record my thanks to you all for your support over the past twelve months. Special thanks go to my fellows on the Committee who have done the hard work keeping the Society functioning for another year, in particular Eddie Lewcock for arranging the meetings and Peter Robins who has as usual kept the finances on an even keel.

A major change in the past year has been the new production team for the Donkey. My "second career" as a railway author and journalist now takes up so much of my spare time that I had regretfully to give up the Editors chair. However Mark Hopwood has made a fine job of it, quickly finding his feet, and is ably supported by John Tuck who scans the photographs and Tim Speechley and the Fiat Motor Co. who have taken over the printing after NSE's photocopier could no longer meet our exacting standards! A very special thanks to the whole team and to those of you who have kept Mark supplied with material - KEEP IT UP!! Dare I say this year's Donkey has been better than ever.

I would also like to bring to your attention that we now once more have a stock of Society Ties (for the benefit of some, for putting around the neck, not laying rails on!) after an absence of about ten years. These have been manufactured specially for us, the arrangements being made by Gordon Rippington. The price may seem a little high but reflects the cost of making a very small run, the Treasurer does not intend swelling Society funds from their sale. Hopefully you will all purchase one.

All that remains now is to wish you all and your families a merry Christmas and a happy and prosperous 1995.

*Mike*

## COVER PHOTOGRAPH:

Everything went perfectly for Mike Walker when L99 and a westbound Picadilly line service of 1973 tube stock staged a race towards Barons Court during the Steam on the District day, on 5th August 1993. The shot, taken through a short tunnel from the platform, won Colour Slides - UK Steam in this year's photographic competition. (Photo: Mike Walker)

# TIMETABLE

## FORTHCOMING MEETINGS & EXCURSIONS



All meetings are held at the Royal British Legion, Station Approach, Marlow at 19.45 for 20.00

### MEETINGS

**Thurs 19 Jan**      **Annual General Meeting**  
As usual, the business part of the meeting will be brief and followed by a selection of members' slides.

**Thurs 16 Feb**      **Annual Photographic Competition**  
Full details are in 'Society News'.

**Thurs 16 Mar**      **Ken Nunn Collection**      Graham Stacey

**Thurs 20 April**      **Stewarts Lane**      R.N.Hardy

**Thurs 18 May**      **Llangollen Railway**      To be Advised

**Thurs 15 June**      **Bridges & Viaducts**      T. Edmonds  
A photo journey.

**Thurs 20 July**      **Scottish Industrial Scenes & Locomotives**  
Tim Speechley

### VISITS

**Spring 1995**      **Eurostar to Paris via the Channel Tunnel**  
Members decided to make our trip once the service had settled down and we could undertake the trip in daylight. Full Details in the March 'Donkey'.

## SOCIETY NEWS

### PREVIOUS EVENTS

Unfortunately Wally Richards failed "on shed" with a back injury just before our September meeting. Alternative entertainment was provided at very short notice by Peters Grestorex and Robins who put on a programme of slides of steam around the world, PR using the opportunity to preview the Harz trip. Thanks to both for burning much midnight oil to put on a polished and entertaining evening.

We hope to slot Wally into next autumn's programme.

The plans for the future of Great Western Trains in the brave new world and its problems and procedures today were the subject of a fascinating talk by John Cronin, Fleet Engineer (Bristol) GWTC, in October. Those who attended were given an excellent insight into how the modern railway works and left in no doubt that things will never be the same again.

MDRS founder member, signal expert extraordinaire and raconteur Mike Hanscomb was our special guest in November, giving long standing members the chance to meet him once again and introducing him to you newer members. This time Mike took as his theme "accidents and their value", dissecting a number of railway accidents and seeing how they have affected the development of signalling.

October's visit to the Harz mountains of east Germany was highly successful and thoroughly enjoyed by the four who took part. An illustrated trip report follows.

### AVAILABLE AGAIN - SOCIETY TIES

We once again have a supply of Society ties. They are plain dark green with a ¼ view of a GWR 14xx in the middle and "Marlow & District Railway Society" in gold script near the bottom. They cost £7.50 each and may be purchased at our meetings or contact Eddie Lewcock on 01494 525638 for details. Thanks to Gordon Rippington for his help in getting these made.

### SUBSCRIPTIONS

These fall due again on 1st January 1995 and remain unchanged, that is £10.00 for the FULL (all-in) membership and £5.00 (plus £1.00 for each attendance) for the REGULAR membership.

We invite you to send your renewals promptly to Peter Robins, MDRS Treasurer, 95 Broom Hill, Cookham, Berks., SL6 9LJ. Cheques should be made payable to the MDRS.

Thank you for your continuing support.

### BAR PRICES

It has come to our attention that there are inconsistencies in the prices being charged over the bar during meetings. We have mentioned this to the RBL committee and have been asked to provide evidence of specific incidents.

This is a delicate matter, but please help us to help you. If you notice problems please inform Mike Walker or Eddie Lewcock immediately.

### ANNUAL PHOTOGRAPHIC COMPETITION

As usual this will be held in February and ALL MEMBERS are invited to enter. This year the subject of the fifth class will revert to Pre-1968 British Rail for those of you with collections going back to the "Golden Years".

As always, judging will be by vote of the members on what takes their fancy not technical merit. It is intended to be fun and its success depends on the number of entries. So if you've got prints or slides at home, dust the off and give them a showing -you may even win a prize!

The classes this year are:-

A - Colour Slides      : GREAT BRITAIN (PRE 1968)  
B - Colour Slides      : GREAT BRITAIN (POST 1968)  
C - Colour Slides      : OVERSEAS (ALL YEARS)  
D - Colour Prints      : ALL SUBJECTS, ALL YEARS (Max 10" x 8")  
E - B&W Prints      : ALL SUBJECTS, ALL YEARS

The Competition Rules:-

1. All entries must be the member's own original work.
2. A maximum of 5 entries per class per member.
3. Previous class winners prohibited.
4. Slides should be marked by the entrant for easy identification - prints must be unmarked.
5. There is no time limit for classes C-E, shots can have been taken any time

Let's have plenty of entries and good luck!

### APPEAL FOR "BLUE PETER"

No we're not holding a "bring & buy" sale, but by now most members will be aware of the disastrous accident and damage which befell "Blue Peter" during a 36 second bout of violent slipping at Durham on 1 October which is expected to cost more than £30,000 to repair. Gordon Rippington suggested we make a collection from the membership at the November meeting. This duly was done and raised almost £45 but if you were not present and wish to lend your support please hand or send your contribution to the Treasurer. We all get a great deal of pleasure from watching, photographing or riding behind steam, now is the time to come to the rescue and put something back. Thank you.

### PARIS TRIP POSTPONED

Whilst Eurostar is now in business it is only possible to make day return trips to Paris on weekdays at present. Because many of us have no leave left this year and we are into the short days we have decided to postpone our trip through the Tunnel until next spring or Easter when we can arrange a Saturday trip. Dates are dependent on EPS expanding its service but they have already quoted us a party rate of £85.00 per person from Waterloo. If you're not already on our list and would like to go please contact Tony Caton on 01628 473723.

## THE NORMAN ASTON-SMITH TROPHY

During the AGM in January voting will take place for this much sought after miniature signal arm which goes to the author of what you consider to be the best article in the Donkey during 1994.

Once again the standard has been very high so it would be a good idea to review the back issues and make your choice before January.

## GET WELL SOON

Two members, Ernie Dove and Alan Wheeler, have had spells in hospital recently. We wish them speedy recoveries and look forward to their early return to our meetings.

## ANNUAL GENERAL MEETING

The 19th Annual General Meeting of the Marlow & District Railway Society will be held at Royal British Legion, Station Approach, Marlow on Thursday 19th January 1995 starting at 8.00 pm. The agenda is as follows:-

1. Apologies for absence.
2. Minutes of the 1994 AGM (see March 1994 Donkey).
3. Chairman's report.
4. Treasurer's report.
5. Secretary's report.
6. Election of 1995 Committee.
7. Discussion on future of Photographic Competition.
8. Any other business.

## COMMITTEE ELECTIONS

In accordance with the rules, Eddie Lewcock, Tim Speechley and Mark Hopwood are standing down at the AGM and offer themselves for re-election. Nominations are invited from any other members who wish to stand for election to the committee and should be submitted to Eddie Lewcock before the meeting.



# RAILWAY ROUNDOABOUT

## NOTES AND NEWS

### COLLISION AT SLOUGH

Thames Turbo 165.102 was involved in an accident at Slough on Wednesday 2 November when it collided with the stop blocks on platform 6 (the up bay) on arrival with the 19.41 local service from Paddington at approx. 20.18. The leading car of the three car unit mounted the platform and came to rest wedged under the canopy only a few feet from the station offices. Fortunately the only injuries were to the driver who sustained cuts, bruising and shock, and a Duty Manager who received a broken wrist when he slipped fleeing the oncoming train.

Removal of the crippled train was not completed until early on Saturday 5 November due to the need to remove a large part of the canopy and make safe the rest before the cars could be removed. Damage to the leading car (DMCOL 58934) was extensive including the cab, underfloor and the extruded aluminium bodyshell which will be scrapped. The three cars were taken by road to Derby for detailed assessment and repair using one of the three spare bodysells assembled for test purposes.

At this stage, the full cause is still under investigation. However preliminary reports suggest the train was under control sufficiently to negotiate the crossover from the DRL to URL and platform 6 (which is approach released only if the train is slower than 15mph) but may then have started to slip on leafy or greasy rails leaving insufficient braking distance.

The emergency timetable was in operation between Thursday and Saturday. Normal services resumed on Monday 7th except the locals starting or terminating at Slough which were turned at Hayes. Our own Mark Hopwood was on holiday in Europe and missed all the excitement but saw a news report on Austrian TV! He returned to find half his station missing - you can't trust anybody these days! Peter Robins was on hand however.

### LOCAL STEAM - WINTER 1994/5

One good thing to come out of the reorganisation of the railways has been the explosion in the number and routings of steam specials, most notably here in the south. The list of those planned through the Thames Valley over the next three months is as follows (steam hauled portions shown in capitals):

- Sat 17/Sun 18 Dec **SANTA SPECIALS** 4 trains each day  
(Circular tours originating at Kensington Olympia and running via Clapham Jct., Kew East Jct., Willesden Jct., and North Pole Jct.)  
46521 and 80079
- Sun 18 Dec **WATERLOO-SOUTHAMPTON-SALISBURY-WATERLOO**  
35028 "Clan Line"
- Sun 18 Dec **PADDINGTON-HIGH WYCOMBE-STRATFORD & BACK**  
5029 "Nunney Castle"
- Tues 27-Thurs 28 Dec **MINCE PIE SPECIALS** 4 trains each day  
(Paddington-Greenford Loop-Paddington)  
46521 and 80079
- Wed 28 Dec **WATERLOO-SALISBURY-EXETER**  
35028 "Clan Line"
- Sat 31 Dec **PADDINGTON-READING-WESTBURY-SALISBURY-  
BASINGSTOKE-READING-PADDINGTON**

- Sun 1 Jan **PADDINGTON-KIDDERMINSTER (SVR) & RETURN**  
Out: 5029 "Nunney Castle" via Oxford  
Back: 6024 "King Edward I" via Swindon
- Sat 14 Jan **Paddington-DIDCOT-KIDDERMINSTER (SVR) & RETURN**  
Out: 46521/80079 via Oxford  
Back: 5029 "Nunney Castle" via Swindon
- Sun 22 Jan **WATERLOO-SALISBURY-SOUTHAMPTON-WATERLOO**  
60009 "Union of South Africa"
- Sat 4 Feb **WATERLOO-GUILDFORD-HAVANT-EASLIEGH-  
SALISBURY-WATERLOO**  
35028 "Clan Line"
- Sun 5 Feb **PADDINGTON-BRISTOL-PAIGNTON-Paddington**  
6024 "King Edward I"
- Tue 14 Feb **PADDINGTON-WORCESTER-PADDINGTON**  
5029 "Nunney Castle"
- Sat 18 Feb **WATERLOO-SALISBURY-EXETER**  
60009 "Union of South Africa"
- Sun 19 Feb **Paddington-EXETER-YE OVIL-WESTBURY-PADDINGTON  
-DIDCOT**  
6024 "King Edward I"
- Wed 1 Mar **SWANSEA-SEVERN TUNNEL(!)-PADDINGTON-DIDCOT**  
6024 "King Edward I"
- Tue 9 Mar **PADDINGTON-DIDCOT-DERBY-SHEFFIELD & RETURN**  
Out: 60009 "Union of South Africa"  
Back: 35028 "Clan Line"
- Sun 12 Mar **Ealing B'way-DIDCOT-SHEFFIELD-DERBY**  
70000 "Britania"

A pretty impressive list. And this is only the beginning, even more specials are planned for the summer whilst LT will as usual be "playing trains" on the Met come May.

### NORFOLK SOUTHERN DITCHES STEAM

Whilst we struggle to keep up with all the main line steam in the UK, spare a thought for our friends across the Atlantic. In recent years only the Norfolk Southern and Union Pacific have enthusiastically embraced main line steam with dedicated staff and company owned equipment being employed on excursions and public relations events. Now NS has decided to withdraw, citing greatly increased traffic levels, increased insurance premiums (not helped by the recent wreck of an empty stock movement) and that the company no longer needs the high profile PR that steam brings!

The two locomotives, N&W A class 2-6-6-4 1218 and J class 4-8-4 611, will go to the Roanoke museum for display, the cars and equipment in the Birmingham AL steam shop disposed of and the staff redeployed or made redundant.

## CLASS 117 FOR CHINNOR

The Chinnor & Princes Risborough Railway has acquired a former Thames 3 car class 117 Heritage DMU. It was delivered by BR on November 1 and shunted onto C&PRR track. The class 17 Clayton diesel was dispatched to haul it to Chinnor but promptly ran out of fuel! Class 08 D3018 went to the rescue and thus the new arrival reached its new home double headed. Presently in faded NSE colours, the C&PRR plans to repaint the unit in chocolate and cream.

## MAKING TRACKS

A third series of the popular TV series Making Tracks has been recorded and is due to be aired on BBC1, probably in its usual Wednesday afternoon slot, starting in mid December or January. Keep an eye on those TV listings and programme those VCR's.

## **EDWIN CLARK - Born Marlow 1814, Died Marlow 1894**

### **E W Lewcock**

*Following some interest from members at a recent meeting over the unveiling of a plaque at the old Marlow Post Office on 22nd October 1994, Eddie Lewcock has researched the attached article.*

A Plaque on the wall of Cromwell House, in Marlow High Street, commemorates the distinguished engineer Edwin Clark, who was a contemporary of both Robert Stephenson and Brunel. In fact a well known painting of Stephenson, seated at a table with the Menai Tubular bridge in the background, and with Brunel to his left, shows Clark standing at the table discussing the plans, the original of this hangs in the Institution of Civil Engineers building.

Like other engineers of his time, he covered more than one aspect of engineering, having been to Cambridge University to read Classics and Mathematics. Additionally, he was articled to a solicitor, apprenticed to a surgeon, appointed exciseman and also a teacher at his old school. During travels in Europe he made a number of scientific observations, being interested in both Astronomy and Meteorology.

As a Civil Engineer, he built the railway bridge at Arnhem in Holland, the Marine Canal from Kronstadt to St Petersburg, docks in Bombay, London, Malta, Panama and Peru. After the fire of 1868 he re-built the Crystal Palace, whilst further railway bridges included those of Rochester, Ayr, Lyons and Scarborough.

In 1846 he started work for Robert Stephenson and in 1849 became "resident engineer" for both the tubular bridges at Conway and the Menai Straits. Not content with all this, he turned to Electric Engineering and was appointed Engineer in Chief of the Electric Telegraph Company. As such he was responsible for the laying of a cable from Dungeness to Holland and also for the first electric light in the South Foreland Lighthouse.

## **MEMORIES ARE MADE OF THIS!**

### **Alan Morris**

In the late forties I spent many happy hours on the footbridge between Southall station and the loco depot. Every spotter had his favourite, and mine was not one of the glamorous 'Kings' or 'Castles', but a humble little saddle tank No.1925. This loco was built at Wolverhampton works in the 1880's as a member of the 1901 Class and was one of two survivors (the other being 2007 at Worcester) which were never rebuilt as pannier tanks. 1925 was employed on local trip workings or for shunting the yard north of the main line opposite the depot.

No-one, apart from me, seemed to care about 1925. It was always unkempt and filthy but must have been reasonably maintained since it rarely missed a day at work, until one day it was dumped at the back of the depot. I managed to get into the depot and took the accompanying picture with my Brownie Box camera in 1948.

## GREAT WESTERN'S NEW LOOK

Although John Cronin refused to reveal the livery for Great Western Trains when he addressed us in October, the new image was launched at Paddington on 14 November. It is not chocolate & cream after all but basically the old IC scheme with "Ford Transit" green replacing the dark grey and ivory lower panels.

An advertising campaign is running on local radio to promote GWT's new "Business First" service with complimentary newspapers, magazines and refreshments plus CD and video hire for on train use. The slogan is "only Great Western people can give you GREAT Western service"

So the legend goes on!

Prior to this, Mr Cooke, who introduced the Electric Telegraph for paractical usage, had published a pamphlet in 1842 outlining the principle of "Telegraph Railways" in which a railway line was divided into sections, each of which was governed by its own telegraph and into which no other train would be permitted until the first train would be permitted until the first train was seen to have been cleared.

In 1844, Cooke installed the first block systems on the Eastern Counties Railway between Norwich and Yarmouth. This was rather complex, each signal box having a full set of instruments for each station on the line. Some early systems, however, had only one instrument for up and down line, the needle giving a transient flick for "train out" or "train in".

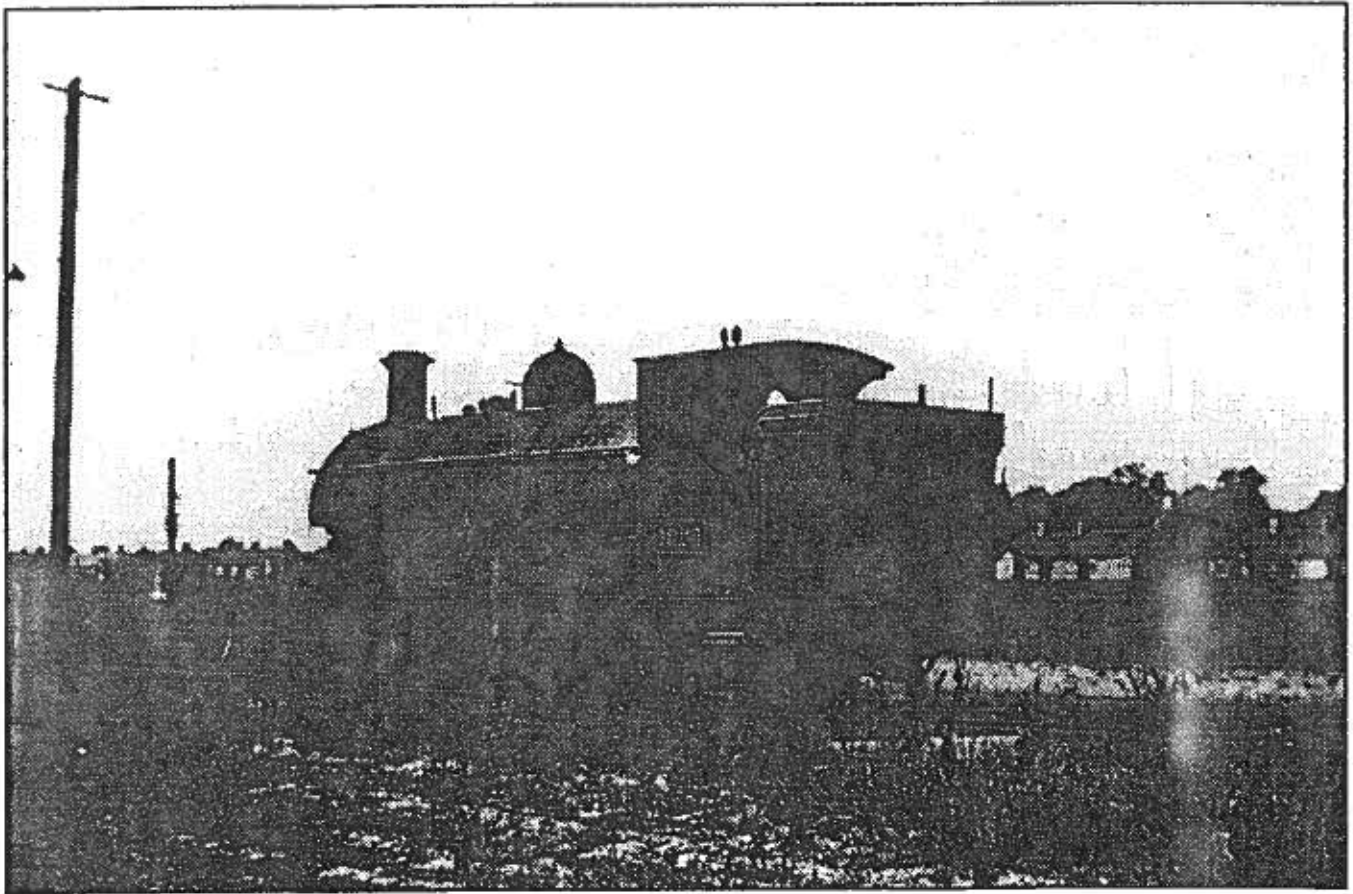
Edwin Clark improved this system for use on the L.N.W.R., perfecting the scheme originated by Cook and eliminating the confusing use of one instrument for both "up" and "down" lines. During a meeting in 1874, addressed by R. C. Rapier on "*The Fixed Signals of Railways*" several speakers praised the Clark system for both its simplicity and reliability. For anyone so interested, one of his instruments, made by the Electric Telegraph Coy, is on display in the Science Museum Signal Box.

The Marlow Suspension Bridge was designed by William Tierney Clark, born in Bristol and who also built the suspension bridge in Budapest. Neither Clark appears to have met the other and upon his death in 1894, the Civil Engineers Obituary covered some ten pages to encompass Edwin Clark's career.

Members of the 1901 class were being steadily withdrawn at the time and it looked as if the writing was on the wall for my favourite. I seem to remember that it languished for some time out of use until one day it had gone. I was sure it had gone for scrap.

About eight weeks or so later I was in my regular place on the footbridge, when, to my absolute amazement, 1925 came into sight under the road bridge and into Southall station, crossed over to the shed road and was once again 'home'. The sight was wonderful to see - 1925 had received a full overhaul and repaint at Swindon Works in GWR green.

From then on things went steadily down hill, my favourite was never cleaned again and with limited care and attention developed an asthmatic wheeze all of its own. 1925 soldiered on until the early fifties on the same local duties until it again was dumped out of use. this time it was the end of the road, as 1925 was removed to Swindon soon afterwards and sadly broken up.



**GWR Saddle Tank No. 1925 at Southall Depot in 1948 as described by Alan Morris.  
(Photo: Alan Morris)**

## GOING DOWN UNDER

### Keith Brown

*Following a recent visit, M&DRS member, Keith Brown, has compiled the following notes for those interested in the railway attractions in the area of Melbourne. Keith has a video, leaflets etc., which can be made available to any member who is contemplating a visit to the Antipodes. He can be contacted on Tel: (0494) 711723*

**1. Flinders Street and Spencer Street** are the main stations in Melbourne dealing with local (Metro) and long distance services respectively.

**2. Puffing Billy Railway** (26 miles from Melbourne)  
Seventy minutes on the metro from Flinders Street. Alight at Belgrave. This is a 2' 6" gauge line converted in 1962 from a run-down industrial railway used to convey timber from the local forests down to Melbourne, built mainly of these woods, in the early days.

The line is very well run and extends eastwards for 8.25 miles through beautiful scenery. Locos have to climb steadily, so from the window-less carriages some wonderful action shots can be captured on film. Services operate twice a day in their Winter (our Summer) and six return trips in the heart of their Summer (November - February).

### **3. North Williamstown Railway Museum**

A must for anyone in this area. Situated on the Metro. Alight at North Williamstown, 35 minutes from Flinders Street. The museum is owned by the Australian Railway Historical Society and houses over thirty or so steam locomotives, as well as some early mainline and shunting diesels.

The main attractions, in my opinion anyway, was the Class H 4-8-4 built locally at the Victoria State Railway Workshops less than a mile away. This loco had a tractive effort of 55,000 lbs at 85% boiler pressure, and was affectionately known as "Heavy Harry". British built, North British "R" class 4-6-4s and the Vulcan Factories Class "J" 2-8-0s are in good condition but unlikely to be steamed again. There was an Australian version of a Beyer-Garratt 4-8-2 + 2-8-4 which did sterling service on the 3' 6" gauge Australian Portland Cement Company's lines from 1943 to 1966 when diesel power took over.

### **4. Newport Works of Victoria State Railway**

Situated close by to the museum, parts of the yard are reminiscent of Dai Woodhams Barry Yard with locos and coaches in various states of disrepair, renovation and pure scrap metal. The works maintain coaches now, as well as undertaking light repairs to current diesel fleet.

# EIGHT DAYS IN THE LIFE OF A RAILWAY ENTHUSIAST

## Alan Costello

**Saturday 2 July 1994**

3pm - Arrived at our home for the next week - a simply furnished 19th century farmhouse in the village of Horton-in-Ribblesdale in the Yorkshire dales. I looked out of the back window to see a cow looking at me, later to be joined by another one.

**Sunday 3 July 1994**

A sunny day, so we decided to go to look at Skipton Castle. Arrived there at 11am, only to find that it was not due to open until 2pm. We decided to visit the Emsay Steam Railway instead. When we got there, 1952 built Hunslet 0-6-0ST ex-NCB 'Primrose' No.2 was waiting in the platform. We quickly bought our tickets and joined the train, sitting at a table with a GWR 150 logo stuck on it. Soon after leaving we passed the usual preserved railway collection of steam and diesel locos, and rolling stock before climbing up towards Holywell Halt.

Looking out to the left gave extensive views of the dales which contrasted with the closed rock quarry on the other side of the train. After leaving the halt, the train continued to Stoneacre loop, where the engine ran round. We then returned passing through Emsay station to Bow-Bridge, just short of the British Rail line. After another run-round, the train returned to Emsay.

A quick look at the depot found that apart from two ex-BR diesels (Classes 03 and 14) the rest of the locos appeared to be from industrial sources.

**Monday 4 July 1994**

Only thing to note was the birth of a calf to one of the cows in the back garden.

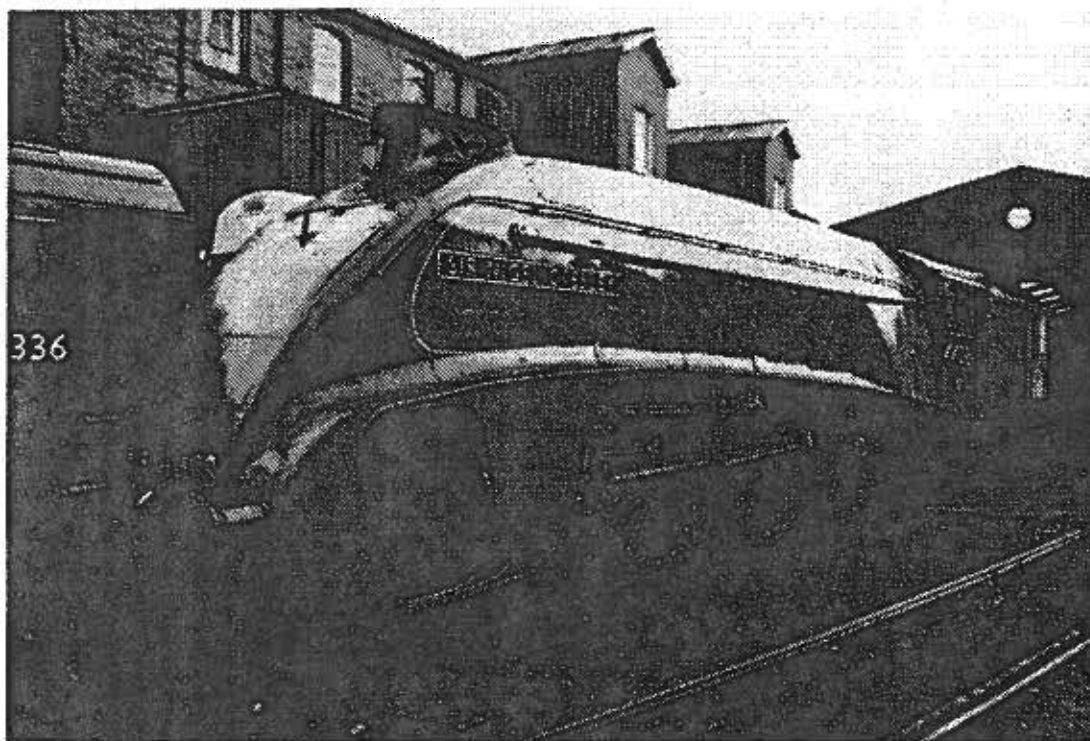
**Tuesday 5th July 1994**

Visited the Keighley and Worth Valley Railway. Joined the Carlisle to Leeds train at the unmanned (but as mentioned in the June meeting's talk) well kept, Horton station. Soon after arriving at Keighley station, Standard 78022 arrived on a four coach train. We then travelled to Haworth where my wife, son and his girlfriend went off to look at the Bronte parsonage, whilst I visited the engine shed. I was surprised to find amongst the usual based locos, a gleaming Sir Nigel Gresley.

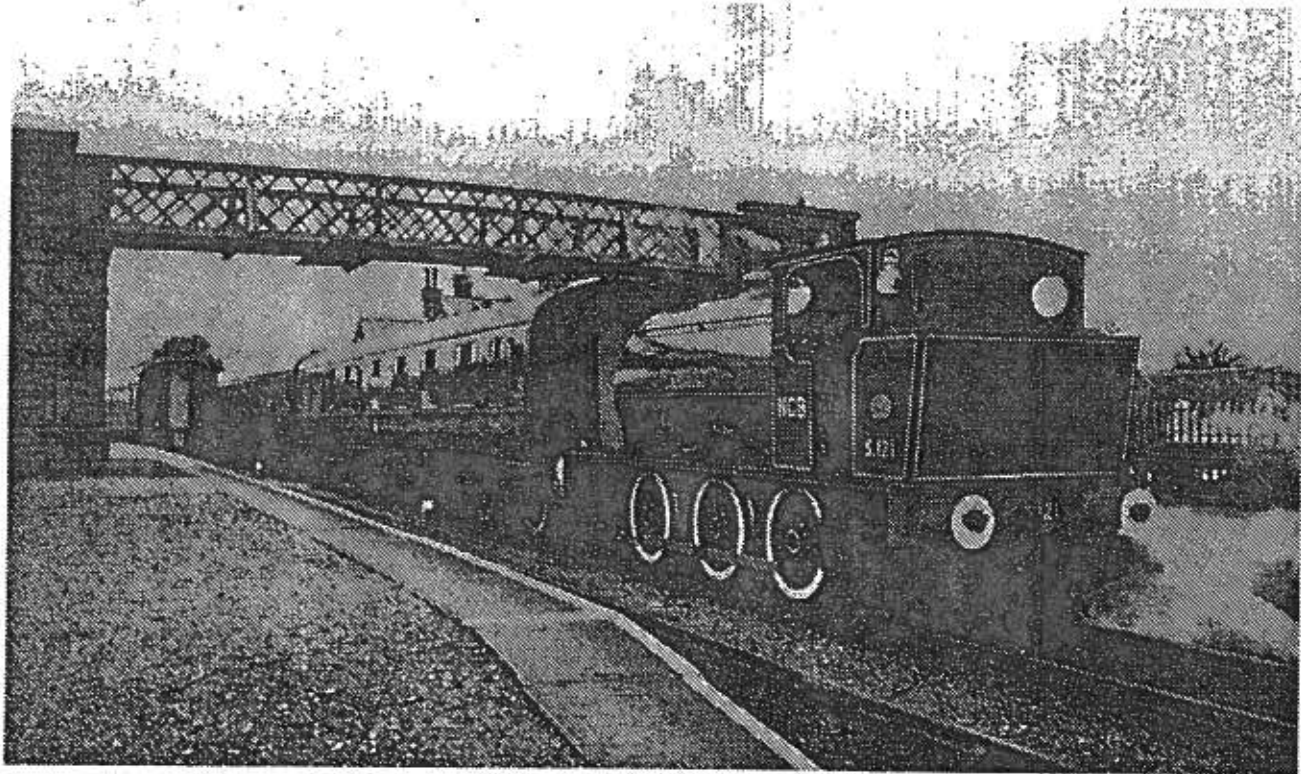
On returning to the station, we found most of the platform was occupied by school children. When the train arrived, we found three of the four coaches reserved for school parties, leaving one coach left for the rest of the public. This proved unpopular and a punch up with the guard was only just avoided. When he was asked why an extra coach couldn't be added, he said the engine wasn't strong enough to haul more than four coaches and made no comment when asked why a bigger engine was not rostered for that day.

**Wednesday 6th July 1994**

We drove up to Lakeside on the southern bank of Lake Windermere and joined the boat for a trip up to Bowness. Just as we got to Bowness, the heavens opened and we encountered the only rain of our holiday. We turned down an offer to take a launch out to look round the Catalina flying boat that was anchored about half a mile offshore. Conditions improved on our return journey and we went to the platform at Lakeside to wait for the Lakeside and Haverthwaite Railway train. About five minutes later, Hunslet 0-6-0 ST No.11 'Repulse' (Naval badge included) appeared hauling five coaches in 'blood and custard' livery. Outside the depot at Haverthwaite were the two ex-LMR 2-6-4 tanks (including one in steam). We then returned to Lakeside and drove back to Horton.



**A4 Pacific No. 4498 at Haworth on the Keighley and Worth Valley Railway on 5th July 1994. (Photo: Alan Costello)**



**It was this 1952 built Hunslet 0-6-0ST ex-NCB 'Primose' No. 2 that hauled Alan Costello on his journey on the Emsay Steam Railway. The loco is pictured here prior to departure. (Photo: Alan Costello)**

#### **Thursday 7th July 1994**

We decided to visit Carlisle - by rail of course! We boarded an almost full *Sprinter* unit and soon crossed over the Ribblesdale Viaduct. Ninety minutes later we reached the city of Carlisle. Stabled in the station was BR Class 47, No. 47245, in a recently painted Rail Distribution livery. Nameplates had been applied, but were covered up waiting for the official naming ceremony.

After increasing my credit card bill in various shops, we returned to the station for the return journey. The train was made up of a *Pacer* unit leading a *Sprinter* unit, so we promptly made for the latter. Just before we left the Driver went back to the phone to speak to the signalman and we left about five minutes late.

We started down the West Coast main-line, but came to a stand outside Upperby depot. The train then reversed and took the freight line to rejoin the Leeds line. On arrival back at Horton I found out from the driver the reason for this manoeuvre. Namely that he wasn't going to drive a "&S@+%? *Pacer*" all the way to Leeds!

*(Ed - Members who joined the society's trip to Bristol in May will, no doubt, fully appreciate these sentiments! June 1994 'Donkey' refers.)*

#### **Friday 8th July 1994**

This was going to be a day with nothing to do with railways, but we visited the Information Centre and Craft Museum at Hawes. We found they were housed in the former station buildings. Both platforms were intact together with the former loco shed. Future plans include siting a couple of coaches in the platform to extend the museum.

#### **Saturday 9th July 1994**

Return to High Wycombe via a busy M6 and not so busy M40.

#### **Sunday 10th July 1994**

Society outing to the Great Central Railway which is covered in another article.



# GERMAN NARROW GAUGE WEEKEND

## Mark Hopwood

It was a small group of four society members who made their way by train and bus towards Heathrow one Friday morning in late October. Our aim was to explore the now privatised steam network of the Harzer Schmalspur Bahnen in former Eastern Germany.

A fire alarm in Terminal 2 delayed our departure where BAA staff were less than efficient and Mr Robins took delight in making his views known at the time! Anyway, we were soon aboard a Lufthansa 737-300, en route to Hannover, where we had a rental car awaiting. Peter Robins took the wheel and we headed out onto the German autobahn.

After a couple of hours drive we were arriving at Wernigerode, which was to be our base for the next three nights. The modern but basic Hotel Stadt was chosen and we deposited our belongings and set about getting familiar with the area, although we could rely heavily on Peter Robin's extensive knowledge of the region. He has made a number of trips in the area dating back to the 1970s, when this area was in Communist controlled East Germany with many more controls and regulations than we faced on our short visit.

Having briefly surveyed the area and taken a few shots in the vicinity of Wernigerode Westertor, we drove south towards the junction station of Drei-Annen-Hohne. The main line continues south towards Nordhausen, with a branch diverging to curve back north towards the mountain terminus of Brocken, which is immediately adjacent to the former border with the West. It is only quite recently that services on this section have been reinstated and Peter had not yet travelled on this line. We agreed to return tomorrow to sample a ride on this section. That evening we ventured towards the main steam depot at Wernigerode to take some shots of the engines as they were prepared for duty the next day. Then we made our way into the pleasant town centre for an excellent dinner in a small restaurant.

On Saturday, we rose early and partook in the 'pig-out' breakfast provided. We all ate well to prepare us for a full day 'on the road' and headed out by car to search for suitable sites for photography on the line as it climbed towards the Drei-Annen-Hohne through forest and a tunnel. My own railway interest has traditionally been in travelling by trains rather than photography. Yet, it proved interesting to be introduced to a different part of the hobby as 'line-siding' offered a whole new perspective.

Peter had stated that he would like to take some shots of trains emerging from the tunnel en route to Drei-Annen-Hohne. We set out in the car towards the site and parked by a railway bridge. From there we made our way by foot up the side of the line towards the tunnel entrance. A brisk scramble up the embankment to above the tunnel mouth allowed an interesting perspective on the line sloping away down the gradient below. Terry Dearling and myself remained here to await the next service from Wernigerode, while Mike and Peter continued with the mountaineering to find a location beyond the tunnel.

Once we had waited for the train, Terry and myself soon realised that all our effort had been in vain as there was a perfectly good unmetalled track which we could have driven the car up! We made our way back towards the car to await Mike and Peter, who it transpired had made their way some considerable distance down the line! We then headed southwards to further examine the opportunity for photogenic spots.

Later that afternoon we abandoned the car and fulfilled our wish to make the journey towards Drei-Annen-Hohne and then onwards to Brocken. Our engine was 99 7233-2, a 2-10-2 Tank engine. Built in the mid-1950s, these engines played a part in modernising the line after World War II. The ride was quite a steep climb

towards the rather remote terminus. It would appear that Brocken was formerly a watching and communications station for the east to spy on their Western neighbours, since it was surrounded by a large amount of extravagant towers and aerials and, until recently, had been a restricted zone.

The timetable facilitated a rather handy change of trains which allowed us to descend towards Drei-Annen-Hohne with a different class member, 99 7237-3, at the helm on the 17.35 departure. It was cold and getting dark at this rather isolated outpost and we were therefore glad to be back on board a train. Returning to the hotel to freshen up, we headed once again into Wernigerode for dinner. We found an excellent German 'pub', where we had dinner. So good, we returned again the following evening. Mr Robin's description of the young lady who served us will remain unprinted!

The following day, Sunday, the four of us split into two groups to allow us to concentrate on key areas of interest. Mike and Peter took the car and concentrated on photographic opportunities at a variety of locations, while Terry and myself had decided to journey by train out along the HSB's main-line to Nordhausen.

We arrived at Wernigerode with ample time to spare before the 10.30 departure, so we took the opportunity to sample some full-size German diesels in the form of a local service to the junction station of Halberstadt. Our train was a two-coach set of recently refurbished DB stock with an locomotive at each end, 202 847-0 and 202 413-1. Both engines were crewed up, although only the leading member of the formation applied power at any one time. An example of 'German efficiency', no doubt, as our Chairman has already referred to in his *Chairman's Notes* this issue.

After watching a few Class 232 hauled services on the main-line we headed back on the same train for the short distance to Wernigerode, where we boarded the 10.30 service to Nordhausen. The train was quite well loaded, but not excessively so. We found another example of the 2-10-2T's in command of the service - 99 7232-4 on this occasion, which hauled us through to Benneckenstein, where the engines of up and down services were exchanged. It was therefore sister engine, 99 7246-4 that took us through to Nordhausen Nord, the southern terminus of the line.

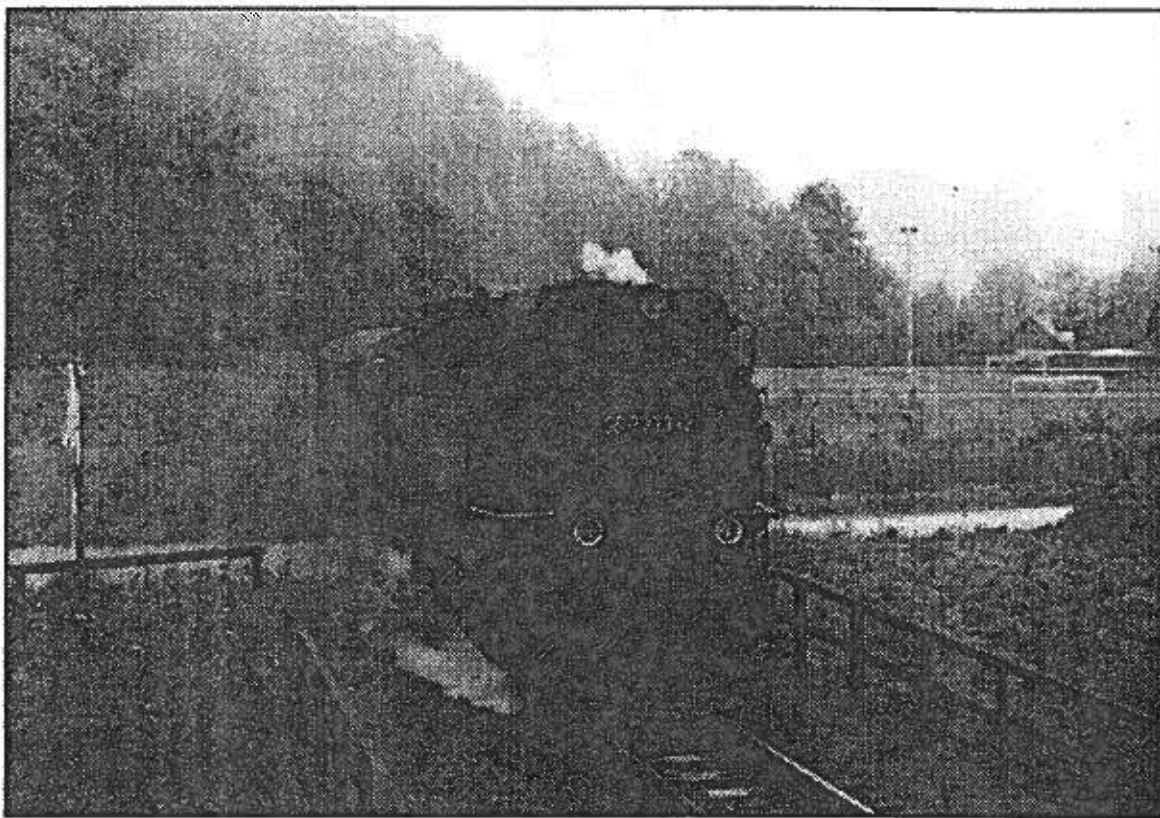
Nordhausen is probably as you would expect to find a former East German industrial town - dirty, grimy and with the thick smell of sulphur in the air. Peter and Mike had driven to Nordhausen and met Terry and myself as our train pulled in. We then toured the main-line station which was substantial, but with limited activity.

Peter and Mike then departed by road towards Alexisbad, while Terry and myself clambered aboard the 14.26 departure back to Wernigerode. We found narrow-gauge diesel 199 877-7 in charge at the sharp end. I had been anxious to sample the performance of one of these strange beasts, so wasn't too disappointed to ride behind this engine as far as Drei-Annen-Hohne. These locos were part of the former DR V1000 family and were actually built as standard gauge locos, being converted to metre gauge in 1988. The second man fiddled with the steam heat boiler shortly before departure and then we were off!

The engine performed well as far as Drei-Annen-Hohne, where it was detached in order to return to Nordhausen Nord with a southbound service. Steam power was then attached in the form of another 2-10-2T, 99 7234-1. Terry and myself stayed on board through to the terminus at Wernigerode sampling, once again, the street running through this town. Diesel 199 861-6 returned us the short distance through Wernigerode where we walked back to the hotel to await Messrs Robins and Walker and then partake in some dinner. This was followed by some night photographic shots of the picturesque Rathaus (Town Hall to the non-German speakers)

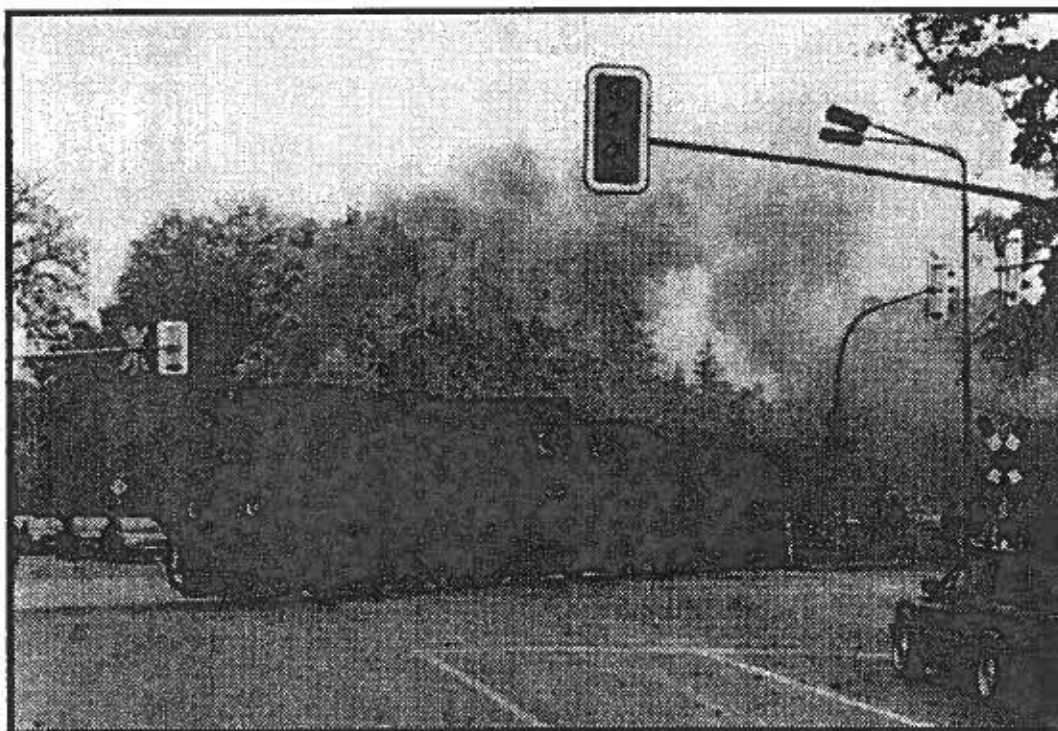
Monday saw us driving south for more shots at a number of locations across the HZB, before we drove back towards Hannover, stopping off at Hannover Hauptbahnhof en route to show Mr Walker a real main-line station where there was the usual various spectrum of DB traction to view from ICE to the ex-DR 219 diesels.

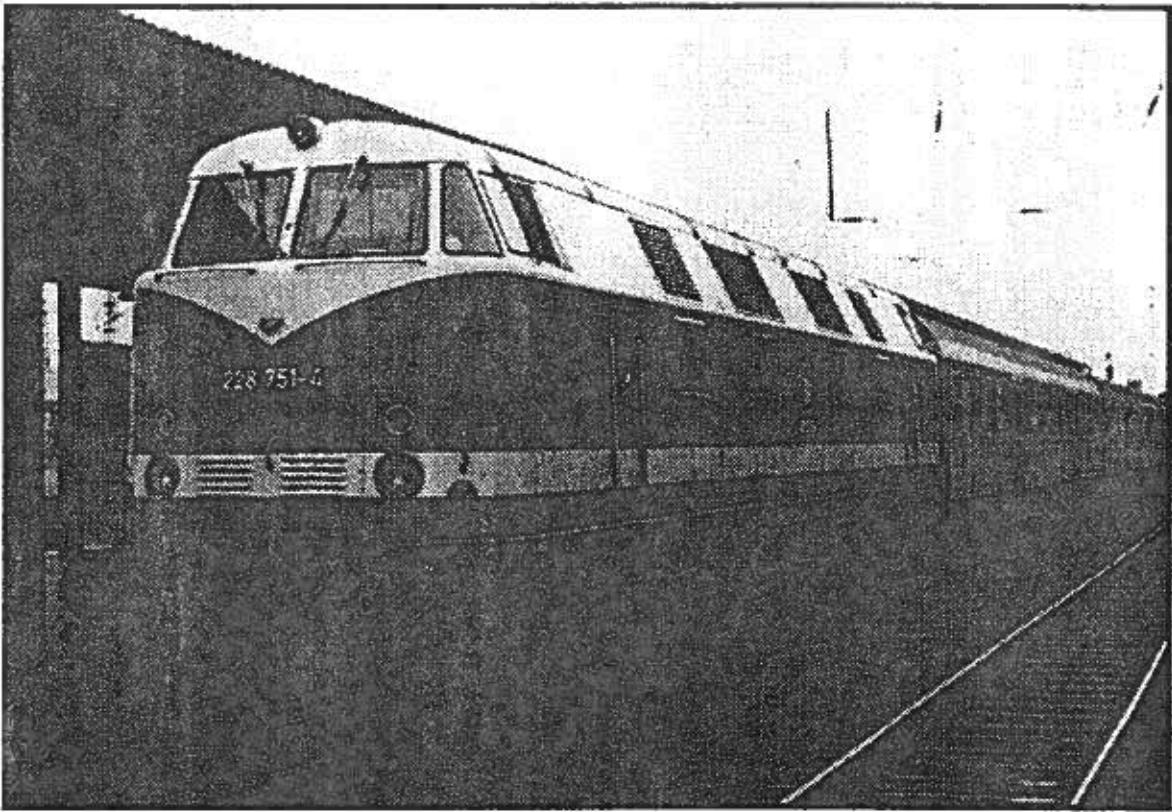
Then it was on to the airport for our Lufthansa 737 back to Heathrow and the train from Hayes back to Cookham and Marlow. All participants felt the trip was most enjoyable and the society hope to make further forays abroad for short trips of this nature. Our only regret was so few of you decided to sign up with us - the costs were certainly not prohibitive. So next time, join us!



**ABOVE: Former DR 2-10-2T 99 7233-2 heads out of Wernigerode with a service to Nordhausen on Saturday 22nd October 1994. (Photo: Peter Robins)**

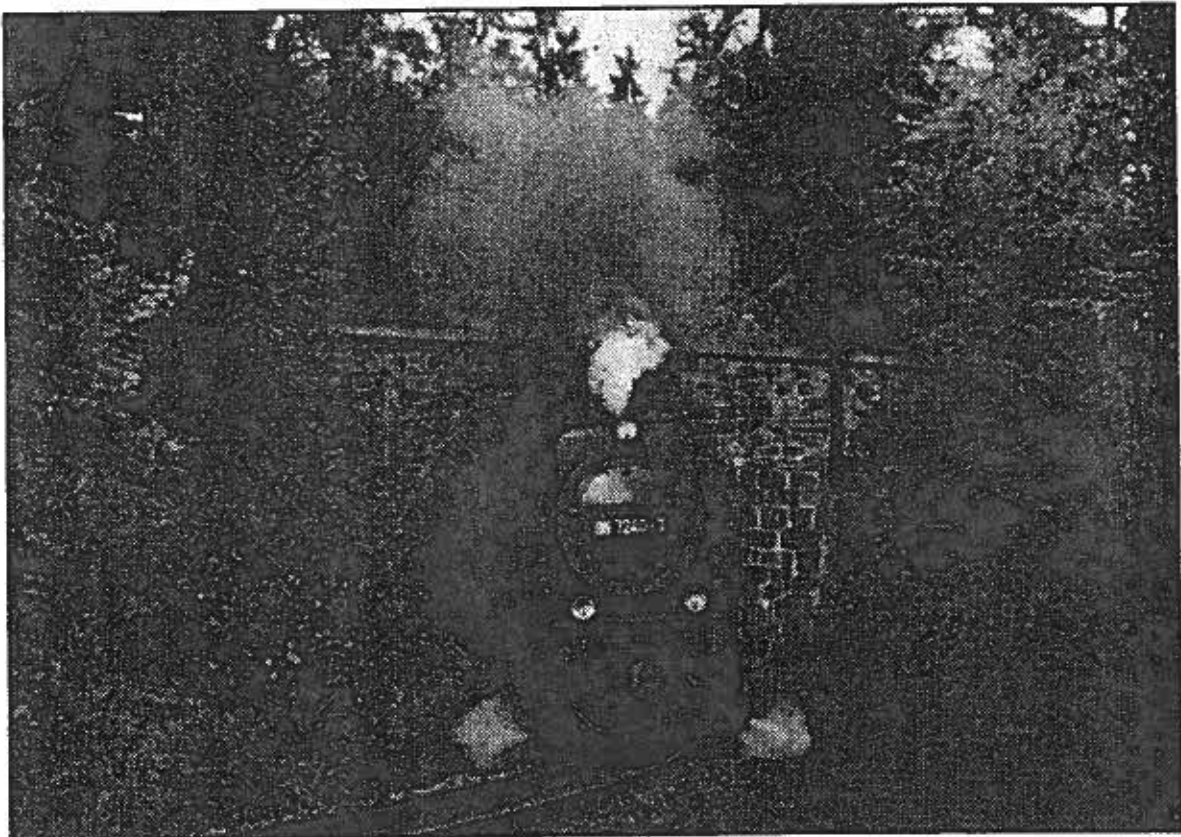
**BELOW: Sister engine 99 7240-7 makes her way cautiously over the long crossing in Wernigerode en route towards Drei-Annen-Hohne. (Photo: Peter Robins)**





**ABOVE:** German railways also have much of interest in their standard gauge fleets, such as this former East German Class 228, No. 228 751-4. These engines are scheduled for early withdrawal. (Photo: Peter Robins)

**BELOW:** 99 7240-7 is pictured again. This time emerging from the tunnel mouth en route to Drei-Annen-Hohne and Brocken. (Photo: Peter Robins)



# BOOKSHELF

## Mark Hopwood



**GREAT RAILWAY JOURNEYS**  
BBC Books

Various  
ISBN 0 563 36944 2

Accompanying the BBC TV series this is not a book for the narrow-minded railway enthusiast, since none of the contributors are railway enthusiasts in the expected use of the phrase, except possibly Michael Palin. However, even his account - from Derry to Kerry - is not wholly rail orientated. However, if you appreciate the wider social, political and geographical aspects of a railway in the community then this book makes fascinating reading. The contributors have travelled across various parts of the world, making quite difficult journeys. Clive Anderson's feature from Hong Kong to Utan Bator is my own personal favourite since I made the first part of his journey myself and I find his witty style enjoyable.

**BENELUX RAILWAYS** Messrs Haydock, Fox & Garvia  
Platform 5 ISBN 1 872524 65-6

The start of services through the Channel Tunnel is bound to initiate more interest in continental railways from British enthusiasts. The systems of Belgium, Luxembourg and the Netherlands have, for some time, attracted such attention and this is the third edition of this popular handbook. It contains in a compact 128 pages, a complete guide to these networks with route maps, full details of all locos and passenger rolling stock and a guide to ticketing and preserved lines. In summary, an essential companion for any visit to the railways of the Benelux countries.

## TWENTY FIVE YEARS AGO

### Roger Bowen

As 1969 turned into 1970, change was in the air. From 1st June 1971 the fourteen main British Railways Board Workshops were managed by British Rail Engineering Ltd.

The renowned Institute of Locomotive Engineers ceased to exist at the end of 1970. A high proportion of its members formed the core of the new railway division of the Institute of Mechanical Engineers, formed on 24th November 1969.

Through passenger services over the Woodhead electrified route from Manchester to Sheffield were withdrawn on 5th January 1970. However, the route was being developed as a major trunk freight route with its 1,500v DC locomotives being adapted for multiple working and fitted with air brake equipment.

## TEN YEARS AGO

### Roger Bowen

From the Marlow Donkey No.33 - December 1984.  
The Editorial acknowledged the departure of Stan Verrinder, our Treasurer, to Eastbourne. He was to be missed by all after doing so much for the society.

An announcement was made of the "Chiltern Shopper" special trains from Wycombe line stations to Milton Keynes calling at Quainton Road and Winslow.

**BR Motive Power Performance**  
Ian Allen

D.N.Clough & M.Beckett  
ISBN 0 7110 1509 0

This book is among the first to tackle the immensely complicated area of locomotive performance. No doubt, we will all have tried to ascertain the speed our train is travelling by use of a stopwatch. While this book discusses basic train timing skills, it soon moves on to explain how to compute the horsepower a locomotive is producing. The book concludes with a 'Type 4 Challenge', where the authors assess the relative merits of Classes 45,46,47,50 and 52 in tackling ascents of Whiteball summit. I will leave readers to find out the winner for themselves except to say that your Editor had a smile on his face after he read this chapter!

**RAILWAY TRACK DIAGRAMS**

5: England South and London Underground  
Quail Map Company ISBN 1 898319 07 3

I travel frequently by train across the country, but have still yet to fully comprehend the nature of track layouts across the former BR Southern Region. If you too find yourself lost when south of the river, then this is an essential guide to future travels. Bang up to date for October 1994 it shows the full track details for this entire area, as well as London Underground. Fascinating reading in the armchair as well, as you contemplate the awesome task of a signalman in London Bridge Panel Box during the morning peak!



A contract had been signed between British Railways and the North Yorkshire Moors Railway Preservation Society for the purchase, at £42,500, of 6 miles of track from Grosmont to Ellerbeck and 12 miles of track-bed from Ellerbeck to Pickering. Services on the Kidderminster-Bewdley-Hartlebury branch were withdrawn from 5th January.

Recent arrivals at Quainton Road included London Transport 0-6-0 PT No. L99 (ex-GWR 7715) and Yorkshire Engine Co. Ltd 0-6-0 ST from the National Coal Board Chislett Colliery in Kent.

An unusual working was the 21.00 Euston - Glasgow sleeper service. This was electric hauled to Northampton, then diesel hauled via Market Harborough and the Midland Main Line to Leicester and north via the Settle & Carlisle line.

A mixed bag for 1969/70!!

The leading article was "North American Annual Review 1984" by Mike Walker. The next article was a fascinating one of a trip behind 'Flying Scotsman' from Manchester to Spalding. The other major articles were one giving the details of the GW150 event and one on Britain's first gas turbines.

A fine story for Christmas 1984.